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PRIVATE RESIDENTS AT THE  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
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CHINA OVERLAND TRADE REPORT  
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# Hongkong Daily Press.

ESTABLISHED 1857

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[a30]

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Hongkong, 1st October, 1908. [a40-1]

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Hongkong, 29th April, 1908. [a1647]

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Situated in close proximity to the Harbour  
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[a51]

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WITH CUFFS \$5.00. WITHOUT CUFFS \$4.00.

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**UNDERVESTS** \$2.75 EACH. **DRAWERS.** \$3.00 PER PAIR.

**TENNIS SHIRTS**  
\$3.50 EACH.

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Hongkong, 22nd March, 1909. [a33]

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AND

BASS & Co.'s PALE ALE,

**"HORSE HEAD" BRAND.**

IN QUARTS, PINTS AND SPLITS.

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Hongkong, 4th March, 1909.

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AS SUPPLIED TO THE HOUSE OF COMMONS.

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The Iron Heel, by Jack London.	
The Sin of Alison Daring, by L. G. Moberly.	
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We of the Never Never, by Mrs. Arness.	
The Conventionalists, by B. H. Benson.	[a32]

AUCTIONS

**PUBLIC AUCTION.**

THE Undersigned has received instructions from MADAME MARTY, to Sell by Public Auction,

ON MONDAY AND TUESDAY,

the 29th and 30th March, 1909, commencing each day at 2.30 p.m. at No. 13, Peak Road (Upper Albany).

A RARE AND VALUABLE COLLECTION OF

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OLD PEKING CLOISONNE INCENSE BURNERS, VASES and BOWLS, PEKING SILK EMBROIDERIES.  
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On View on SATURDAY and SUNDAY, the 27th and 28th March.

Catalogues will be issued.

Terms:—Cash on delivery.

**GEO. P. LAMMERT,**  
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**PUBLIC AUCTION**

PURE IRISH HOUSEHOLD LINENS, LACE CURTAINS, TOWELS, &c., &c., &c. (due to arrive here per S.S. "TYRUS" on the 25th instant.)

MESSERS. HUGHES & HOUGH have received instructions to Sell by Public Auction,

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A FINE COLLECTION OF

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COMPRISING—IRISH LINEN DOUBLE DAMASK TABLE CLOTHS with SERVETTES to match, IRISH LINEN TRAY CLOTHS, TOWEL SETS, and SUPPER CLOTHS, Lady's and Gent's IRISH LINEN EMBROIDERED and SUPPER CLOTHS, FINE TURKISH TOWELS, ALL LINEN EMBROIDERED HANDKERCHIEFS, FINE TURKISH TOWELS, ALL LINEN TOWELS, BATH TOWELS, BATH SHEETS, IRISH TEA and GLASS CLOTHS, FINE (White and Cream) LACE CURTAINS, a fine assortment of UNDERSKIRTS, FINE WHITE SATIN QUILTS, Five o'clock TEA CLOTHS, IRISH and SKIRTS, WHITE SATIN QUILTS, and TOP SHEETS, SILK MOIRETTIE HAND EMBROIDERED BEDSPREADS and TOP SHEETS, SILK MOIRETTIE HAND EMBROIDERED BEDSPREADS, NAINSOOK CAMISOLES, UNDERSKIRTS, LONGCLOTH NIGHTDRESSES, TEA COSY, CUSHION CHEMISES, ALL LINEN BED TICKS, PYJAMA SUITS, TEA COSY, CUSHION COVERS, LINEN EMBROIDERED PILLOW CASES, PYRENEES JACKET, FLANNELETTE NIGHTDRESSES and GOWNS, SHEETS, ROBES, &c., &c., &c.

A small quantity of FANCY TWEEDS, SERGES, &c., in Suit Lengths. (A few lots of Yamatoya (Japanese) CREPE SHIRTS will also be put up for sale). The above Goods will be on View from Monday, the 29th instant, when catalogues may be had on application.

Terms—As Usual.

**HUGHES & HOUGH,**  
AUCTIONEERS. [497]

Hongkong, 20th March, 1909.

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**KODAK FILM.**

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SPECIALITY.

**A TACK & CO.,**

26, Des Voeux Road, CENTRAL.

Hongkong, 12th March, 1909. [37]

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FURNITURE AND PHOTO GOODS

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Photographic Goods of every Description

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Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1448]

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String Band Plays during Tiffin and Dinner.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel Residents.  
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Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Manager. [a42]

**KING EDWARD HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the MANAGER.  
Hongkong, 24th July, 1905. [a233]

**"KINGSOLERE,"**

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ELECTRIC LIGHT, Hot and Cold Water

throughout. Billiards, Tennis, Croquet,

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Proprietress, Mrs. G. SACHS. [a45]

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STANDING in its own grounds with Tennis

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Well Furnished Rooms, every home comfort.

Fine View of the Harbour.

Telephone, No. 690.

Apply to Mrs. F. W. WATTS,

"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a44-]

**ORIENTAL HOTEL**

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHAEY, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort

to Residents and Tourists.

Table D'Hôte at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to

M. MATTHAEY, Proprietress.

Hongkong, 5th October, 1908. [a43]

**VICTORIA HOTEL**

SHAM-EEEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAM-EEEN."

SITUATED ON THE BRITISH CONCESSION.

**MACAO HOTEL.**

MACAO.

MANAGER—MR. H. N. BEAUREPAIRE.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRAYA GRANDE

Both Hotels electrically lighted, and under

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GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given

to Tourists.

REASONABLE RATES.

WM. FARMER, Proprietor.

[a1623]

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(HOTEL-SANTARUM OF SOUTH CHINA).

MACAO.

THE Hotel is under European manage-

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All comforts of a home.

A most pleasant retreat for those desirous to

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Comfortable accommodation for travellers

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Macao is 40 miles south-west of Hongkong.

Two steamers (S.S. *Sui An* and *Sui Tai*) daily to

and from Hongkong, and two steamers to and

from Canton, give easy communication with

both these centres.

Cable Address—"BOA VISTA."

For Terms, apply to THE MANAGER. [a196]

**HOTEL RIPOSO.**

BEXHILL-ON-SEA.

THE attention of intending visitors to Eng-

land is courteously directed to the above

private Hotel, widely renowned for comfort,

and its excellent English catering and cooking.

It adjoins good Golf Links and overlooks Sea

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Resident Proprietress Mrs. Gilson. [266]



## INTIMATION

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In the most Popular Wine in England and Europe To-day and invariably figures on the Menus of Banquets, Dinners, and Suppers given by Reigning Monarchs, Ministers of State, Merchant Guilds, Sporting Clubs, &c., &c.

SOLE AGENTS:-

A. S. WATSON &amp; CO.,

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ALEXANDRA BUILDINGS.

Hongkong, 12th February, 1909.

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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## MARRIAGE.

On the 24th March, at St. John's Cathedral, Hongkong, by the Rev. F. T. Johnson, M.A., GEORGE GRANVILLE SUTCLIFFE, youngest son of the late Rev. W. Forsyth, D.D. of Abernethy, Strathpey, N.B., to MARGUERITE ELIZABETH, elder daughter of the late Frank Moir, Esq., of Dundee, N.B.

## DEATH.

At Tientsin on the 9th inst., FREDERICK PERMIN, formerly of Japan, aged 49 years.

HONGKONG OFFICE: 10A, DES VEXUS ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 26TH 1909.

NATURALLY the Chinaman is an Engineer; no people in the world, in fact, possess to the same degree the talent for construction. Everyone who has ever had to do with Chinese mechanics, or even the ordinary bearing coolie, knows with what instinctive readiness he masters the main principles of the task required, whether it be merely bearing a burden in the most effective manner, or whether the work required is connected with some apparently abstruse function of steam or electricity. No nation on the earth, again, has such facility in organising labour, as may be seen any day in the enormous and often uncouth loads carried about our streets any day; where the labour is so sub-divided that a task in other hands requiring long preparation, and probably a huge mass of machinery, to be dismantled immediately afterwards, is accomplished with seeming ease as if it were a thing every one understood, and wherein each falls at once into his allotted place. Withal, it seems to one unaccustomed to the habits and mode of thought of China an incomprehensible enigma that every engineering task undertaken by the Chinese people as a nation has utterly broken down;

and the foreigner whom it was their boasted intention to oust has at the last moment, when imbecility and wrong-headedness have exhausted the resources at command, to be recalled at a ruinous expense to undo the work of the native bungler.

Of course for this condition of affairs there is more than one contributing cause, all converging, however, to the one point. One of these is the national falling of "cleverness," which renders every native so assured of his own self-inspiration that asking for advice is superfluous, if not actually criminal. This is, however, not so much a national as an acquired characteristic. For centuries China undoubtedly took the lead in her own world; her word in politics, in law, and in culture, was all-sufficient, and there existed no power to gainsay it. The situation was fatal to Chinese power of analysis, and the mathematical power naturally well developed in the race, from want of use became atrophied. The late ALEXANDER WYLLIE, a competent judge, than whom no man knew better his Chinese, always held a high opinion of the Chinese people as mathematicians, evinced in the readiness with which the few who devoted themselves to the study could master the most difficult equation. With the great majority from want of use the faculty had become extinct. Engineering up to date has, of course, its foundations deep in mathematics, and the engineer who fails to grasp this vital fact can make but poor progress in the art. It is here mainly that the ordinary native Chinese fails. Put to solve a difficulty beyond the ordinary every day experience, the Chinese engineer in vain appeals to his rule of thumb formulae and without the requisite groundwork of science to work out for himself a new formula suited to the particular case, he flounders about in the darkness each instant wandering further from the true solution. The defect is not to be taken as congenital; the ability still exists but has been so overlaid with unwholesome wraps of disused garments, that the patient fails to respond to the stimulus. The so-called "education" of centuries, so far from acting to draw out the natural abilities of the Chinese people, has had the directly contrary effect, and has hopelessly entwined them in a net of confusion.

The one exception here to the rule we have mentioned goes of itself to prove its truth. Quietly, and without ostentation, the railway from Peking to Kulgan has been advancing to completion under a Chinese engineer, who has shown himself competent for a difficult task. The talent and the power of applying to a useful end his own constructive instincts, are it is true, altogether Chinese; but the training has been as significantly foreign, and foreign of the best type. It has not here been a case of a smart missionary boy sent for a few months to a second-rate Western school to pick up some superficial information,—just enough to confirm his own ignorance. The Chinese Engineer will in the future, as in the past, be able to achieve great things; but his entire system of training, his A. B. C. in effect, whether in literature or in physics, must be carried on an entirely different line; and here we are sorry to have to add that by far the greater part of the so-called "education" of the foreign school has little more tendency to develop the intellect than the soul-destroying mannerism of the arch-humbler CHUHI, on whose mental incapacity must rest much of the blame for the general atrophy.

But an even more potent cause for the failure of Engineering enterprise in China, so characteristically described by the Times Correspondent, and to which ample testimony can be borne, is to be found in the false system of administration which the neglect of centuries has brought to a head, and which culminated under the late Empress Dowager. In most countries—in a rudimentary state it may be allowed in some,—some punishment is awarded, at least, for dishonesty. China on the contrary has acted as if dishonesty were the virtue, and honesty the crime to be met with condign punishment. No honest means existed in Peking for providing for the actual expenses of administration, but as they had to be provided dishonestly came to the front. A jealous Government was not content to have such important organisations as Railways were likely to become, in private hands;—that under an imperious ruler like the Empress Dowager was not to be thought of, so Peking concerned itself in appointing "directors." So far so good. But the Empress Dowager's satellites saw no difference between a railway director and a taotai (say) appointed to a lucrative post; both would have money passing through their hands, and it was all one to the shark concerned whether the money were to be squeezed out of the unfortunate peasant, or was contributed, in trust to the directors by their shareholders

for the purpose of building the railway. There was money in sight, and the shark saw it; that surely was sufficient. The lady at the helm could not be expected to trouble herself about such indifferent trifles, and reasoning from past experience, it was an incontrovertible fact that all officials were of necessity dishonest, and it was as well to punish them before the fact—and more profitable—than to wait till something wrong had been actually done. The Railway directors, who willy-nilly had been turned into officials, were of course dishonest, and should be milked; Peking too had many impecunious relations, and it was a matter of piety that these should be provided for, so they were palmed off on the directors to do the best they could for them. It was true that for these purposes accounts had to be cooked, or suppressed altogether; but what of that? When did Peking ever trouble itself about accounts?

Of course it was easy to fling the stone at the directors; Peking has lately,—and it is one of the worst faults of the new Regency that still makes use of the old weapon,—been talking freely about the iniquity of the provinces, and the Railway Directors, (witness the Tientsin-Puk'ooline), have not been spared. But who got the squeezes that forced dishonest administration on the Directors; and who appointed the inefficient and utterly useless officials? It is no credit, either to the administration of the late Dowager, nor to the presumably purified Regency of to-day; but it is notorious that the hangers-on of the yamons from the highest to the lowest, the panders to the most filthy and disgusting vices, are of all others the selected ones to whom are permitted to flow the life-blood of the Empire; and who are at the instant the chief recipients of the loans provided by a confident public at home, who with a confident innocence worthy of a better object, fondly imagine that their contributions are being utilised for the construction of railways; and are thereby advancing the well being of China. The Times Correspondent might have usefully added this to his suggestive report on the Chinkiang Railway.

The German mail of the 24th February was delivered in London on the 24th inst.

Another case of plague from Kowloon City was reported yesterday.

Japan is providing at Port Arthur a Higher Industrial school to accommodate 800 boarders.

The export of Japanese cigarettes to Korea, Manchuria, China and India during last year is roughly estimated at about 1,000,000,000 lbs., of which 800,000,000 lbs were consumed in Korea and Manchuria.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks, the following donation to the funds of the Hospitals:—  
Dairy Farm Co. Ltd. ... .. \$100

The Commandants and Officers of the German Detachments of Tientsin and Peking were received in Audience by His Highness the Prince Regent on March 11th and the larger part of the German Detachment left Tientsin by steamer on Sunday the 14th inst. The Detachment is proceeding home by the steamer Kleist.

The Hon. R. H. Thayer, Judge Willey's successor at the United States Court at Shanghai, and Mr. F. E. Hinckley, clerk to that Court, were visitors to the Supreme Court yesterday. Judge Thayer was seated on the bench with Sir Francis Piggott, while Mr. Hinckley was accommodated alongside Mr. C. D. Malbourn, Deputy Registrar, until the adjournment of the Court.

According to a report in the Osaka Jiji the Oriental Glass Manufacturing Company, which was organised with joint Japanese and foreign capital amounting to ¥2,000,000, and erected a great factory at Noda, Osaka, has got into serious difficulties. Recently a meeting of promoters was held, at ended by Baron Shibusawa and Messrs. Okura, Kishichiro, Murai Kichibei, Locon, and another foreign gentleman, and after a protracted debate, it was agreed to wind up the concern.

The earthquake shock experienced at Yokohama on the 10th inst. is described by Mr. E. J. Moss, one of the oldest foreign residents of the port, as the worst he has experienced during a residence of forty years. On the Yokohama bluff 96 houses suffered damage more or less severe, and 294 were slightly damaged, the cost being estimated at 25,000 yeh. But in addition to this much damage seems to have been done to private collections of Japanese porcelain.

The Nagasaki Press states that news was brought by the Kamikaze-maru which arrived at Nagasaki on March 9th, to the effect that goods recently brought by some sixty British and German steamers to Vladivostok amounted to about 50,000,000 yen in value. Further imports were expected; consequently duty which it was anticipated would be collected during the forthcoming four years seems to have been lost. Business is in a dangerous state on account of speculative imports. Japanese in Fusan, Korea, chartered steamers for sending goods to the Siberian port before it was closed to free imports.

At the Marine Magistrate's Court yesterday before Commander Basil R. H. Taylor, R.N. two boatwomen were charged with causing an obstruction to Observation Street stops. One raised the excuse that she was landing a coffin, while the other said she had been landing cement. The defendants were fined \$2 each.

The master of a licensed passenger boat was proceeded against before Commander Taylor, R.N., at the Marine Magistrate's Court yesterday for being alongside the s.s. Merapi while that vessel was under way. He pleaded not guilty, remarking that he was not made fast. After hearing evidence his Worship imposed a fine of \$50, the alternative being two months' imprisonment.

## EUROPEAN AND HIS TRAM FARE.

## INTERESTING CASE AT THE MAGISTRACY.

At the Magistracy yesterday, before Mr. Wood, A. G. Pile, of the Naval Yard was summoned for having assaulted a tramway inspector. Mr. Stevenson appeared to prosecute and Mr. Otto Kong Sing defended.

Mr. Stevenson stated that on the evening of the 2nd March defendant and his wife boarded a tram car at Observation Place, travelling west. When the conductor applied to the defendant for his fare he produced a monthly ticket, and when asked for the fare of the lady he said he had a ten dollar note which he would give if the conductor would give him Hongkong money in return. The conductor said he had not enough Hongkong money and asked defendant to sign a chit which would be sent to his office in the morning. Defendant refused to sign his name and threw the paper away. The conductor called the inspector who was the complainant in this case. The latter approached with a view of seeing the tickets and defendant again refused to pay the lady's fare. The complainant, according to his instructions, would not allow a passenger to alight who had not paid his fare, and ordered the motorman not to stop the car, although defendant wished to get off at the Soldiers' Club, and defendant struck complainant and made use of abusive language. The car was stopped at Lee House Street.

The complainant said that if he had not been holding tightly he would have been knocked off the tram when defendant assaulted him.

Cross-examined—His instructions were not to stop the car if any passenger refused to pay his fare. He had looked at defendant's monthly ticket but omitted to take his name then.

The conductor stated that defendant pushed the complainant when the car was going.

Cross-examined—By "pushing" he meant that defendant tried to push past the complainant who barred his way and would not allow him to alight.

By the Court—Why did he push him? Perhaps he wanted to make him fall down.

The motorman said defendant called the inspector a black cow.

Cross-examined—He called him "a black cow" once.

Do you understand what it means?—It means black cow.

P. C. Stewart spoke to having been called by the complainant who reported that defendant had refused to pay the lady's fare. Witness heard defendant say to the complainant "you black cur."

Mr. Otto Kong Sing said considerable correspondence had taken place over the case.

Defendant stated that when the conductor asked for the fares he showed him a monthly ticket and produced a \$10 bill asking for change in Hongkong money. The conductor said he had not enough Hongkong money. A few minutes later complainant boarded the car. Defendant showed him his ticket and made the same offer as to the \$10. The complainant wanted to retain the ten dollars and send the change next day, but he refused. He offered to send the ten cents to the office next day but the complainant refused. When the car reached the Soldiers Club the complainant refused to allow him to alight. He went to get off but did not assault complainant who stood in his way. Next morning he reported the matter to the head office of the Tramway Company.

Cross-examined—He was not asked to give his name to the conductor. He was asked if he would write his name and he said he would not do so. He said he would send the ten cents to the office in the morning. He did not do so until the 7th. He refused to show his ticket a second time.

Mr. Stevenson—That is a breach of the conditions under which the monthly tickets are issued. They must be produced when asked by the company's servants.

His Worship said the inspector accelerated the assault. He imposed a fine of \$5 on defendant.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 25th at 12.05 p.m.—The barometer has fallen very rapidly at Nantou owing to the depression, which is moving into the Pacific in the neighbourhood of that Station.

Except over E. Japan and the Bonins, pressure has increased generally, particularly over W. Japan, the Loochoos and S. China.

The anticyclonic area remains over the Yangtze Valley.

Strong N.E. winds may be expected in the Formosa Channel and strong N. and N.E. winds to gales over the N. part of the China Sea.

Hongkong rainfall for the 24th ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood.	N.E. winds, fresh; fine.
Formosa Channel.	N.E. winds, strong.
South coast of China between Hongkong and Lamook.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 2.

## TELEGRAMS.

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["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE JAPANESE DIET.

Tokyo, March 25th.

The Japanese Diet has closed. Forty Government measures have been passed.

There was a great contrast in the Bills introduced by the different Parties.

The Pari Mutuel Bill has been rejected by the Peers.

## UNFRIENDLY TO JAPAN.

Tokyo, March 25th.

It is reported that M. Ijima, Japanese Minister at Peking, has advised China to abandon the proposal to refer the Manchurian disputes to the arbitration of the Hague Tribunal. Persistence in the proposal would be considered unfriendly to Japan.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## THE NEW ZEALAND DREADNOUGHT ACCEPTED.

LONDON, March 24th.

In the House of Commons Mr. Asquith read a telegram which had been sent by the Earl of Crewe, Secretary of State for the Colonies, to Lord Plunkett, Governor of New Zealand, gratefully accepting the Colony's offer of a Dreadnought.

## CHINA AND JAPAN.

LONDON, March 24th.

The Peking correspondent of "The Times" reports that China has formally proposed to Japan that the differences between the two Powers regarding Manchuria be submitted for decision to the Hague Tribunal.

## EXIT LORD CHARLES BERESFORD.

LONDON, March 24th.

Admiral Lord Charles Beresford hauled down his flag at Portsmouth yesterday.

He thanked the crowd which had assembled (at the railway station?) to bid him farewell, and emphasized the Admiralty's authority to remove anyone.

There was a remarkable popular demonstration at Waterloo station on the Admiral's arrival.

## THE BALKAN SITUATION.

LONDON, March 25th.

The mediation of Great Britain at Vienna has hitherto been unsuccessful. "Pourparlers" continue, but the situation is growing distinctly worse.

## THE KING'S UNOFFICIAL DIPLOMACY.

LONDON, March 25th.

Replying to criticisms in the House of Commons regarding the King's visits abroad unaccompanied by the Secretary of State for Foreign Affairs, Sir Edward Grey said His Majesty's special gift for conveying an impression of our goodwill to the countries he visited was a great national asset, the value of which would be impaired if made the occasion of official diplomatic work.

[FROM THE "CHUNG NGOI SAN PO."]

## PROPOSED CHINESE NAVAL STATIONS.

PEKING, March 25th.

The Chinese Government proposes to use the ports of Chefoo and Taku as Naval Stations.

## FOREIGN CREDITORS.

PEKING, March 25th.

A number of Chinese merchants in Tientsin are indebted to foreign firms to the extent of over Taels 10,000,000 (on goods contracts?).

The Board of Foreign Affairs has wired to the Viceroy of Chihli requesting him to ask the Chamber of Commerce in that Province to have the matter settled.

## SUPREME COURT.

Thursday, March 25th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

## A RESOLUTION CONFIRMED.

In the matter of the Weihaiwei Land and Building Co., Ltd. Sir Henry Berkeley, K.C., who was instructed by Mr. H. G. C. Bailey (of Messrs. Johnson, Stokes and Master) appeared in support of a petition to confirm a resolution passed for the reduction of the capital of the Company. The reduction, he said, had been rendered advisable because of the uncertainty of the length of tenure of the island. The application was made under sections 59 & 71 of the Companies Ordinance of 1885, and the rules 73 to 91 in the schedule. These sections and rules were identical with similar provisions in the English Companies Act.

His Lordship—I don't think I have anything to do with the motive?

Sir Henry Berkeley—You have in a way when you come to consider the further prayer of the petition to permit the words "and reduced" to be dispensed with. The motion is mentioned to show that the Company is not reducing its capital because of any losses, or because it is in any way likely to be insolvent, but because it has more money than it can dispose of profitably. For this reason it is proposed to return to the shareholders five taels per share. The petition asks that the capital be reduced from taels 250,000 divided into 10,000 shares of taels 25 each, to Taels 200,000 divided into 10,000 shares of Taels 20 each.

His Lordship—What is the object of the Company?

Sir Henry Berkeley—The object was to acquire land and buildings in Weihaiwei.

His Lordship found the papers in order, and granted the petition.

## IN BANKRUPTCY.

## THE RULE OF PUBLIC EXAMINATIONS.

His Lordship referred to a rule mentioned by Mr. Grist a fortnight ago regarding the time when a public examination should take place. He said he had discussed the matter very fully with the Official Receiver, and had come to the conclusion that the English practice must prevail, and that a public examination could be held at any time; and adjudication could come on in accordance with the wishes of the creditors at a public meeting.

## A MISUNDERSTANDING.

Re the Kwong Yat Cheung firm. Application to rescind a receiving order.

Mr. G. H. Wakeman, Official Receiver informed His Lordship that this was the case in which he had reason to complain of the conduct of the debtor. He had since seen debtor's solicitor, and thought there appeared to be some misunderstanding, as apparently the debtor had been advised that it was not necessary to comply with the requirements of the Ordinance. Since he had gone into the matter he did not see why the receiving order should not be rescinded.

Mr. Grist announced that he appeared in support of the application.

The Official Receiver—I think it should be understood, my Lord, that debtors should not be allowed to defy the Court in this way.

The debtor was called and questioned by his Lordship:

You got your notice?—Yes.

What did you do with it?—Left it in the shop.

Is that the way you treat all papers that come to you?—I keep them there.

Did you read it?—Yes.

And you thought it did not mean anything?—I did not take it in that light; I thought everything was settled, and there was no need to come.

You know, it is really contempt of Court; but the Official Receiver has looked into the matter and agreed to let it pass.—I dare not do it again.

His Lordship rescinded the order.

## A SANCTIONED SALARY.

Re D. R. Captain.

Mr. C. F. Dixon (of Messrs. Hastings and Hastings) who appeared for the debtor, made application for a salary of \$100 to be paid him out of the estate for acting as interim manager of the business. Since the adjudication last Thursday the business had been sold as a going concern.

His Lordship—To whom?

Mr. Dixon—To a gentleman from Canton.

His Lordship—Then he is the gentleman to pay the salary.

Mr. Dixon—No, bought the he business from yesterday. The Official Receiver concurs in the application, and he has endorsed his consent on the summons.

The application was allowed.

## CANADIAN CABLE TO JAPAN.

Mr. R. S. Neville, K.C., speaking at a luncheon to the Empire Club in Toronto on the 18th ultimo on "The Canadian Cable to Japan," said he felt that it would be a Canadian contribution to the British Empire. In times of peace it would be found of great commercial benefit for Canada and Great Britain. In time of war it would also be found a splendid auxiliary. The cost, Mr. Neville thought, would be on an average of \$1,100 per mile, and the entire cable from Canada to Japan would cost in the neighbourhood of \$5,000,000.



## THE AMERICAN SQUADRON.

## YESTERDAY'S ENTERTAINMENTS.

The celebration in honour of the visit of the American Squadron were continued yesterday in glorious weather, the scene of attraction being Happy Valley, whither during the morning sailors and soldiers proceeded on foot, or took advantage of the free conveyance provided by the Electric Tramway Co.

The Band of the Rajputs was in attendance, and started the programme as soon as the men began to arrive. A tap on the music stand, and Mr. Coke, the Bandmaster, played the old familiar "Marikan March," arranged by him for the Manila Carnival, "Marching thro' Georgia" which was loudly cheered and encored. Then followed a crisp two step, re-demanded, and next, "Mumblin' Moss," the cake walk which has been so greatly popularised by this band. Another tune was asked for, after which the bell for dinner sounded, and amidst the applause of quite 100 men, the band played yet another American march, and the inner man was then seen to by Mr. Hough and his staff.

As on the previous day, one thousand odd men sat down to tiffin beneath the Jockey Club stands, and were as well cared for as before. Arrangements were perfect, and the catering of Ying Kee was excellent. The committee saw every want supplied and the same good fellowship prevailed.

The afternoon was devoted to sport, and the lengthy programme was capably carried through by the combined committee of British and American officers. They had their work cut out, however, for in many of the events the entries were so numerous that the races had to be run off in heats. Nevertheless, they were carried through with surprising celerity, and to the satisfaction of both committee and entrants.

Those who won races on the previous day were debarred from entering a similar race yesterday, thus every man got a fair chance. The sprinting events proved interesting, and Lance-Corporal Andrews maintained his title as a runner second to none in the Colony. Another event which attracted much attention was Putting the Shot. There were numerous entrants for honours in this, but none could approach the brawny Sergeant Gerrard of the Hongkong Police who was deservedly applauded for his lengthy "putts." His distance was 37 feet 3 inches, two feet beyond that of the second man, Lance-Corporal Browning of the Buffs, who covered the good distance of 35 feet 3 inches. There was much cheering and laughter over the three-legged race, the pairs going down like ninetails as they missed their stride, while further amusement was afforded by the Obstacle, Sack and Ribs races. The event, however, which aroused most enthusiasm was the tug-of-war. There was the same wild excitement over this as on the previous day, the final pull between the Cleveland and the Royal Artillery being an exceptionally good one, and ending in a victory for the Gunners.

In the semi-final the Cleveland beat the Chattanooga after a pull of 2 minutes and 19 seconds, while the R.G.A. had a strenuous fight to get the Buffs over the line. Results of the various events follow:

Quarter Mile—1, Lance-Corporal Keop, the Buffs; 2, Sergeant Sturdy, H.M.S. Tamar; 3, Shipwright Way, H.M.S. King Alfred. Time—45 1/5 secs.

Long Jump (standing)—1, Johnson, U.S.S. Cleveland, 8 feet 7 1/2 inches; 2, Elliot, Helena; 3, Stanford, Galveston.

Putting the Shot—1, Sergeant Gerrard, Police, 37 feet 3 inches; 2, Lance-Corporal Browning, Buffs, 35 feet 3 inches; 3, Austin, Cleveland, 33 feet 9 inches; 4, Stanford, Galveston, 33 feet 6 1/2 inches.

220 Yards—1, Shipwright Way, King Alfred; 2, Sergeant Sturdy, Tamar; 3, Beach, Buffs. Time—2 2/5 seconds.

Half Mile, open to eight starters from the American and four from the British fleets, and four from the garrison—1, Andrews, Buffs; 2, Reed, Buffs; 3, Hill, Buffs. Time—2 min. 52 1/2 secs.

Three-legged Race—1, Souster, Buffs and Williams, Cleveland; 2, Smith, Cleveland and White, Buffs; 3, Alexander, Chattanooga and Goodman, Monmouth.

Hurdle Race, 120 yards 10 flights—1, Pte. Dray, Buffs, 2, Gunner Thomas, R.G.A.; 3, Pte. Elliott, Buffs. A big entry and run in five heats. The winner of the first was disqualified while the entire number in the second heat were disqualified for using their hands in getting over the hurdles.

Relay Race, open to any ship, regiment or departmental corps team of four, each competitor to run 220 yards—1, Buffs; 2, R.G.A.; 3, Denver.

Final tug-of-war between Cleveland and the 87th Company, R.G.A. Owing to its international character, this event aroused the greatest enthusiasm of the day. The Americans had hopes that their greater weight would tell, and they struggled hard in the opening stages. The Artillerymen lay back giving way only slightly, but when their coach gave the signal they turned round and getting their backs to their opponents walked off after a few determined pulls, their victory being acquiesced with the greatest outburst of enthusiasm.

Final 100 Yards—1, Crowley, Tamar; 2, Shipwright Way, King Alfred; 3, Champion, Buffs.

A big entry and run in two heats. Obstacle Race—1, Tavett, Buffs; 2, Testor, Buffs; 3, Williams, L.G.

Riches Race, pairs of different nationality—1, Pascoli, Monmouth, and Sherman, Galveston; 2, Nille, Buffs, and Kent, Denver; 3, Evans, Buffs, and Oakley, Chattanooga.

Sack Race—1, Private Marsh, Buffs; 2, Jangshaw, Meritt; 3, Seamp, Buffs.

At the close of the ceremony of distributing the prizes took place at the grand stand. Lady Ensign presented the prizes, there being also present H. E. Major General Broadwood, Colonel Bayard, Mr. T. F. Hough and others. The prizewinners were heartily applauded as they came forward, ovations being accorded the dual winners—American and British in the rishia and three-legged races.

On the call of Mr. Hough three cheers and a tiger were given for Lady Ensign, this being followed by the playing of the American and British National Anthems.

## MILITARY TATTOO.

Not the least interesting item on the programme of entertainments provided for the American visitors was the military tattoo which took place on the Cricket Ground last night. The movements of the large body of Buffs carrying Chinese lanterns afforded a fine spectacular effect, although the actual designs were not apparent to many of the onlookers who had taken up positions on the parade ground and other places in the vicinity as the devices were set to be read from the Hongkong Club side.

The massed bands led the soldiers on to the ground and appropriately played American airs, followed by Irish and Scotch airs, the programme concluding with the "Star Spangled Banner" and the National Anthem. The "Last Post" was sounded and the lights were extinguished.

The Hongkong Club was thrown open to ladies and the friends of members, and a very large number viewed the Tattoo from the Club verandahs. A supper and dance followed, dancing being kept up with great animation until nearly two o'clock.

## LOCAL SPORT.

## CRICKET NOTES.

Last Saturday gave us yet another demonstration of the uncertainties of cricket. The "A" team who up till their last two matches were quite confident regarding their chances in the league are now right out at the running through sustaining a defeat at the hands of a team which are nearly at the bottom at the League.

The Artillerymen justified an opinion expressed early in the competition, that they should be second to none, providing they put in a full team. Of course the trouble in Hongkong is that the sporting season being so short, has to provide too many varieties at the same time. Polo, rowing, sailing, football, tennis, etc., each having their adherents, and unfortunately some of our best cricketers are interested more or less in other sports in addition to cricket. Again some of them are Volunteer enthusiasts and as such are worthy of the highest commendation, but it is to be regretted that occasionally volunteer and cricket pictures come together, as is the case next Saturday.

Saturday should see the match at the season-Civils and Hongkong "B" meet on the Club ground. The winning team will be almost certain to win the shield. Both teams will be weak; three of the Civils will be volunteering and Hongkong "B" will be short of some of their best men, but, having better reserves to call on than their opponents will probably win. The other matches are not of much importance as they can have no bearing on the disposal at the shield.

The difficulties between the Board of Control and the players having been adjusted, the Australian team are now on their way to again try conclusions with the mother country. It has been remarked that the team is not a particularly strong one, but really the Australian team is always strong. It is generally recognised that the Australians as a rule play up to form better than the home team more especially in Test matches. This has nothing to do with nerve, the reason is more likely to be found in the fact that they are for the time being a permanent team which always plays together, with their fixed places in the field, whereas the home team being chosen for their places for their prowess with the bat or ball are at times folding in places different to where they field in their own Club teams. The remedy for this would be to choose a team of the thirteen best players and let them play for a month or so against first class teams and never to drop one of the original selection unless he develops particularly bad form. It would make for better bowling because the trundler would feel more sure of his field. No batsman or bowler should feel that he is playing for his place in the next match.

## "UMPIRE"

## CHRYSANTHEMUM'S CENTENARY.

It is just one hundred years ago, says the Globe, that a French gallier living near Versailles went up to Paris by diligence, guarding with the utmost care two precious little flower-pots in which he had specimens of a strange plant. His name was Pierre Blueard, and on his arrival in Paris in November, 1808, he obtained an interview with the Empress Josephine, who was devoted to flowers, among other things. Blueard had frequently sailed to China and Japan, and there had been struck by the beauty of the flower which was held in such high esteem in the Far East. He had the greatest difficulty in getting his specimens out of Japan, and in bringing them home safely in the slow sailing vessels of those days; but he succeeded, and managed to grow the plant in his garden at Antibes as a variety of Maritima. The chrysanthemum has now spread over most of Europe, and is held in almost as great esteem as it is in the Far East, where it was known certainly as long ago as the ninth century before the Christian era. In Europe there are many societies which are devoted to the cult of the chrysanthemum, but probably the growers never attain the splendid colours which distinguish the flower in China and Japan, and here in England the gardeners would hardly know what to do without it now a day.

## SERIOUS CHARGE AGAINST A POSTAL EMPLOYEE.

At the Magistracy yesterday William Nattall, a clerk in the registration department of the General Post Office, was charged with having fraudulently removed postage stamps from nine parcels in the Hongkong Post Office on the 19th inst. Mr. Bowley prosecuted and Mr. Goldring appeared for the defence.

Mr. Bowley outlined the case for the prosecution. He stated that defendant was a clerk in the registration branch of the General Post Office where he had been for two or three years. It was his duty to receive parcels handed in by the public after they have been stamped. He had nothing to do with the sale of stamps, which are sold by a Chinese shroff who weighs the parcels and tells the persons posting them what they have to pay. After the stamps are affixed the parcel is handed to the counter clerk, who writes out the receipt handed to the person posting the parcel and also writes the counterfoil. He also puts the Post Office chop on the receipt. Another clerk enters in a journal—a separate journal being kept for each country—particulars of the parcel posted so that a check is kept on every parcel. If the mail is being closed at once the parcels are packed in a box and despatched after having been checked. A copy of the journal is kept in the office and the other copies are forwarded to the places of destination. If the mail is not to be closed at once the parcels are kept in safes, a separate one for each country. On Friday last a number of mails, including the English mail which carries the majority of parcels, and the Calcutta mail were being closed, while parcels were also being received for the Australian mail which did not close until Saturday the 27th inst. Defendant was on duty on that day from 9 a.m. until he was suspended in the afternoon and during that time he was engaged in giving receipts for parcels and in entering parcels in proper journals. Defendant was in charge of the London insured parcels. Mr. Martin was the superintendent of the registration department and the staff under him in charge of the parcels consisted of the defendant and three other clerks. On that day Mr. Martin noticed that the London insured box was not properly fastened and he had it re-opened and repacked, during which it was found that a number of parcels were deficient in postage. His Worship would understand from the system adopted that no receipts could be given for parcels unless they were sufficiently stamped, and he believed it was a rule that if stamps were found to be deficient the counter clerk had to make up the deficiency. In that London insured mail box there were three parcels deficient in postage to the extent of \$4—two \$1.50 each and one \$1. It was also discovered that another insured parcel had a clean dollar stamp which from its appearance had evidently been put on after the parcel had been post marked. The counter foils of the receipts for these four parcels were all in defendant's handwriting and the entries in the journal were in his writing, so that he alone had handled the parcels. The matter was reported to the Postmaster-General who called upon the defendant to explain the deficiency, but being dissatisfied with his replies suspended the defendant. All the parcels in the office were checked afterwards, and it was found that six parcels had been received by the defendant were deficient in postage. On the first parcel there was no postmark and no stamp. The postage ought to have been \$1. On the second parcel there was a 20 cents stamp instead of 50 cents, on the third there were no stamps at all, the postage being \$2, on the fourth parcel, the postage of which was \$1, there was no stamp, on the fifth, the postage of which was \$1.50, there was no stamp; and on the sixth parcel, the postage on which was \$2 there was no stamp. The matter was reported to the police with the result that P. S. Watt called at defendant's house and after charging him with the offence stated asked him if he would consent to be searched. Defendant turned out his pockets and produced a number of stamps some of which were clean and some defaced. Clean stamps could always fetch their face value and defaced stamps had a value for collectors. Several of the stamps found in the defendant's pockets were the appropriate stamps for the parcels from which the stamps were missing although they did not account for all the deficient postage. Defendant was arrested and the following day he made a statement in which he said that he had picked up the stamps on the floor of the Post Office.

Mr. Martin then gave evidence in support of the opening statement.

After other evidence was heard, the case was adjourned till to-day.

## CHINA'S SERVICE OF LOANS AND REVENUE.

China's foreign loans and indemnity service called for sterling payments in 1908 as follows:—Service of loans raised before 1902, \$3,575,066; service of Boxer indemnity loans, \$2,321,420; service of railway loans, \$901,677; total, \$7,800,163. To meet these payments we have the Maritime Customs revenue of, say, \$4,000,000 (deducting 10 per cent. for cost of collection), and earnings of railways, which may be roughly put down at \$1,000,000, leaving a balance of about \$2,800,000 (or 15 millions of taels) to be supplied from other sources. The amount to be paid under the same headings in 1909 is \$7,427,450. Assuming that the Board of Revenue's annual statements of the provincial quota and remittances to the central government represent what we may call the visible assets of Peking (as distinguished from what the Capital levies in kind and in secret levies), we may estimate these remittances something between 60 and 70 millions of taels per annum. On this basis the fund remaining to the Central Government after discharging its obligations abroad to

most all the needs of the Palace and Metropolitan Board, may be estimated at \$15,000,000—say \$7,000,000—i.e. the revenue of a second rate European Principality. It has for some time been apparent to the more enlightened among Chinese officials that no country having pretensions to a place among the Great Powers of the world can continue thus to administer its affairs, and that, in the absence of financial reorganisation, the Chinese Empire stands in imminent peril of insolvency (in spite of its undoubted resources), and therefore to administration of its estate by a commission of its creditors. The men who now govern China, the party which has made its way to power since the death of the Emperor and the commencement of the Regency, are identified almost to a man with the hand to mouth policy and the old traditions, and it will require something more than the polite commonplace of diplomacy to convince them of their danger, and their parlous financial state.—Chinese Public Opinion.

## THE NAVIES OF THE NATIONS.

According to the Austrian Press, Austria is about to make a bid to become Mistress of the Adriatic. To that end Austria must overcome Italy's Navy, and three battleships, each to be of 25,000 tons, are to be laid down at once by Austria.

The British battleship *Bellerophon*, the second of the Dreadnought class completed at Portsmouth, has been commissioned at Portsmouth by Captain Evan Thomas. She will at once be ready to take up her position in the Home Fleet at the Nore, where she replaces the battleship *Victorious* which will be reduced to nucleus crew. The *Bellerophon* is, remarks the *Standard*, larger than the *Dreadnought*, having 900 tons more displacement, and, though similarly armed with ten 12-inch guns of the latest pattern, possesses several improvements in the matter of general equipment, range of fire, and fire control, her electrical installation being far in advance of that of any ship afloat. She carries a complement of 870 officers and men. The *Bellerophon* will not be accompanied immediately by the *Dreadnought*, which has to undergo certain trials on completion of deckyard refit before returning to her station.

The Spanish Government has awarded to a British syndicate the contract for building new docks, and constructing a great dock at Ferrol, involving altogether a cost of something like \$3,000,000. The firms in association are Vickers, Sons, and Maxims; John. Brown and Co.; Armstrong, Whitworth, and Co.; John Thornycroft and Co.; The Parsons Turbine Company; and Sir John Jackson (Limited). The latter firm, which carried out the Keyham Extension scheme, are undertaking the construction of the great dock at Ferrol, and will dredge and improve the present docks. In compliance with a law the new vessels will all have to be built in Spain, whether simultaneously with the construction of the docks is not yet stated. At any rate, before the finishing touches can be put to the warships they will have to find accommodation in the new dock. The contract is understood to cover a number of years.

It is curious to note what an amount of speculation is again afloat in the naval circles of all the principal naval Powers, in regard to the eventual disposal of the Brazilian battleships of the *Dreadnought* type, now building in this country writes the naval correspondent of the *London paper*. As far back as the early part of last autumn this question was discussed in Berlin, where it was anticipated that the ships would eventually fly the White Ensign, since the purchase of the *Swiftsure* and *Triumph* was a recent precedent for such a manoeuvre on our part. It may be imagined that the conclusion that the Brazilian battleships were bound to be purchased by this country—and no one ever seemed to doubt that they would be for sale on completion—brought Britain in for a good deal of abuse for thus making the South American Republic a medium through which the motherland trick of rapidly increasing the number of her ships, but every month that passes and opens the completion of the ships nearer leads intensity to the speculation of who will eventually buy them from the builders. If Russia had more money on hand there would probably be but little objection in any direction to her purchasing these ships to help to form the nucleus of a modern fleet which would again restore that Power to her old naval position in the European Concert. It would certainly not be Britain who would object to such a nation making the purchase, for if the ships are to be sold to a European Power Russia is the country which could absorb them without seriously disturbing naval balances.

## GREAT BOXING CONTEST.

## SUMMERS DEFENDS BRIT.

In the decisive international battle contested at the National Sporting Club last month Johnny Summers, of London, proved beyond all possible question of doubt that he is a better man than Jimmy Britt, of San Francisco. An even larger crowd of members and friends, assembled than that which witnessed the contest between Moir and Burns a year ago.

The men were article to box twenty rounds of three minutes each at box-weights for a purse of \$800 and £100 stake money a side, making a total of £1,000. Britt weighed several pounds the heavier of the two. In spite of this Summers won easily on points at the end of twenty rounds.

Mr. A. F. Bettinson, manager of the club, acted as M.C., while the refereeing was in the capable hands of Mr. Eugene Corrie.

The referee was an arduous task, for he had to perpetually to come between the two men, and it was not long before he had to direct himself of his coat, and at the close of the evening he seemed a good deal more tired than either of the boxers.

Summers showed really remarkable quickness and cleverness at times. He brought off a beautiful "left-right" with such quickness that the blows could scarcely be seen.

After his opponent had been declared the winner, Britt stepped into the centre of the ring and made a short speech. He acknowledged that the referee's decision was just, but despite this, considered himself the better man.

Before the big battle the well-known wrestlers Gotz, of Germany, and Insinger, of Austria, fought a contest of ten rounds. These men had put up an excellent match previous to this, but there was a disappointment on this occasion, for the German came out on his antagonist and knocked him out in the second round.

## LATEST STEAMER MOVEMENTS.

The Swedish ship, *Peking* has left Singapore on 24th instant, afternoon and may be expected here on or about Wednesday, the 31st inst.

## THE SUCCESSFUL PAGE.

## CHARACTER IN A GLANCE.

After reading the latter in *The Daily Mail* from the man with the "unsuccessful face" wrote "H. H. E." "I talked through the City trying to pick out by their features the successful man. But it was not a satisfactory game, for I had no means of telling whether I was right or wrong. So I went into the office of a stockbroker with a big business, who knows everybody, and asked him to come and lunch at a restaurant much frequented by prominent City men.

We chose a table which gave us a good view of the place, and I began my observations. "Now," I said, "tell me if my diagnoses are correct. That fellow there with the lively eyes and the alert look and the impudent smile, nose, he's successful, I'm sure. He hasn't got much chin, but he looks as if he never missed an opportunity."

"No, he never does. But he has this peculiarity. If he meets with much opposition he let's go and tries something else. Now that chap with him—"

"You mean the bull-dog face with the great, square chin and deep-set eyes?"

"That's it. Well, he's successful in another way. Whatever he takes in hand he pushes right through. But it isn't just the sort of face which helps most here in London. It's too determined, too serious. It doesn't attract people. It makes them rather afraid. See now, sitting down there to the right—that's a man who's made a huge fortune chiefly by means of his face. He's got a firm chin all right, but it isn't prominent. His eyes can go as hard as steel, but usually they have a twinkle in them. He's the most popular man in the City. Even the people whom he has 'beaten' over and again can't help liking him. He began with nothing. His first stop after he'd learnt the ropes was to persuade a big house to take him into partnership. It was simply his face that did it."

"Wait a bit," I said. "Aren't you confusing looks with manner? Surely a self-confident face is no good without a self-confident bearing. Doesn't a man's behaviour and talk—his atmosphere general—count for even more than appearance?"

CHARACTER THAT TELLS.

"Well, in a successful man they go together as a rule. If a man has fiery eyes and a small, shapeless nose and a retreating chin, his atmosphere will be clumsy and repellent. You may be sure he'll never get any help from his face. But the man with the persuasive manner, beneath which lurks tremendous energy, you always find that he's got the keen, bright eye and the large, imaginative nose and the strenuous, persevering chin to go with it. Why? Because it's a character that influences appearance. What a man is reveals itself to you in his face."

"According to that, one ought to be able to tell a scoundrel at once. How is it they so often take people in?"

"Simply because they happen to be, not scoundrels only, but exceptionally attractive, interesting men. Probably if you studied the face of the big, clean-shaven man in that corner you would find lines here and there which would betray the fact that he is one of the worst sharks in the under-world of finance. But the general impression you get is that he possesses a strong, intellectual, sympathetic, humorous face. His villainy is only a part of his character, you see."

"Then you think that we can change our faces, that if the man with the 'unsuccessful face' want the right way to work he could develop a successful one?"

"I don't think I know it. I have seen it done. It isn't possible in all cases, but it certainly is in some. I'll tell you one. I had a brother who started in the City with a timid, shifty-eyed, chinless, come-and-bit-me sort of face. Of course, he did no good. He married a woman who for some reason adored him, and now he's a different creature. She gave him confidence. He made up his mind to do well for her sake. Now his glance is steady and his chin sticks out, and his face has got success written all over it."

LOANS FOR THE CANTON-HANKOW RAILWAY.

A Peking contemporary states that the negotiations between Mr. Bland, representing an English syndicate, and H. E. Chang Chih Tung, for a loan for the Canton-Hankow Railway, have fallen through. It is stated that an agreement has been signed between The Deutsche Asiatic Bank, and H. E. Chang Chih Tung, whereby the German Bank loans the sum of \$3,000,000 sterling. The terms of this agreement are similar to the Tientsin-Pukow Railway.

We may note that a financial contemporary in London recently published the following from a correspondent:—

Negotiations for a new Chinese Loan of \$4,000,000 have been proceeding for some time past, but no definite understanding seems to have been reached. The money is required for building 400 miles of the railway from Hankow to Canton. It may, perhaps, be taken as an indication of the predominance of the reactionary party in China that the terms, which had been practically agreed upon, are now reported to have been rejected by China. These terms, which were most reasonable in every way, included a condition relative to the construction of the railway by contract—a very desirable provision, which was completely acceptable to Chang Chih-tung, the member of the Grand Council in whose hands the negotiations rested. Influence of some kind, however, was brought to bear, and now China is endeavouring to raise the money free from any conditions. There is evident shortsightedness in this attempt to once more obtain European money over which the lenders have no control. Past experience has taught all but the most careless investor that in China there are elements of waste and corruption which absorb the major portion of uncontrolled money, to the detriment of the specific object for which the loan was made. Thus his direct security becomes seriously weakened and with the knowledge of the state of China's finance she will not be over-inclined to accept the customary Imperial guarantees as a substitute for bona-fide control.

Great Britain has a direct interest in the Hankow-Canton Rai way project, since she has been granted preferential rights, subject to making the loan, by China. Japan also has an interest, since she is entitled to appoint half the engineers for the construction work. Why Japan's rights should apparently be unconditional whereas England's rest entirely on her granting the loan, is incomprehensible. The word "apparently" is used because nothing beyond the bare fact of China having granted Japan this privilege is known in England, and may well be that it is just as much conditional as are our own preferential rights. If, however, Japan's rights are unconditional, it is to be hoped she will not abuse the power thus given to her for the abuse of it can be of no possible benefit to her.

## THERE IS THOROUGHNESS OF CONSTRUCTION

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## AMERICAN SOCIETY.

## LADY PAGET'S VIEWS.

Lady (Arthur) Paget is an American by birth and early training, and for that reason, her candid criticism, which has been sought by interviewers during her stay in New York excites no harsh comment. She was asked to speak her mind freely, and despite a big round of society dinners and other entertainments devised in her honour by her hosts of American friends, which have kept her almost constantly busy, she has found time to oblige.

America's enormous concentration of wealth and unexampled luxury, as she finds these things in the American Metropolis, does not appeal to her. "It is simply appalling," she says, and she continues:

"Why, when I look back to my childhood and young girlhood here, it seems it must have been in another world. I had no maid, I wore no jewels, and we young folks revelled in skating, sleighing, and out-of-door diversions such as team-riding and nutting. What child in New York to-day knows such things? Wealth and luxury have abolished all the simplicity of living, and children are little men and women now where they were real, rollicking, natural little animals, just glorying in the budding of life and things about them in my day. In society I should like to see the great Empire-builders, the men who with their brain and brawn have evolved this wonderful civilization, but who of these is known in society? What artists, literati, and people who are doing things for the progress of the nation are to be found there? If it is money, money, only money. A handful of people compose society, while the great numbers of doers of things, founders of great institutions, all are on the outside. I believe that my mother was really the only woman who founded a salon in New York. In her house I met such men and women as I speak about. It is a joy to think of those days."

## THE DIVORCE HABIT.

"The divorce habit in America is appalling. It is a terrible sight upon our land, and it should be stopped by the most stringent legislation. Of course, any thinking person realizes that the first step to be taken is to make a uniform divorce law. It is a most execrable habit, and it has brought on our nation the ridicule of every civilized country in the world. People seem to rush into matrimony as they would into their morning tub, and with as little thought. Why do habitual divorcees marry at all? It would be better for the State if they did not. As children regard their parents, man and wife seem to each other in the marriage relation in this country. Why, the idea is repulsive."

"The cause of this is largely, I believe, the lack of real home life in America. People do not build for posterity, as they say of England. They do not take the Old Country pride in establishing on the very rock of ages, as it were, a family and a home. That pride in family has caused home life in England to remain practically intact. Americans could well emulate their English cousins in this, at least."

"As for the suffrage question here and in England, the conditions in the two countries are so different that the same methods cannot be applied in adjusting them. To my mind, the agitation for woman's suffrage in England is absolutely without reason, and is rightly being quelled by the thinking classes. The English Suffragist is an abomination, a frightfully bold, and unwomanly in her methods, a feminine impossibility; but here in the United States I do not see why women should not have the franchise. They are only asking for that. What the English Suffragist demands is far more. Her demands reach out to the farthest limits of Socialism, with its dangerous problems, which are not yet understood even by the world's greatest thinkers. Women here are going about it in a practical and rational way, and have done none of the atrocious and unwomanly things practised by the English Suffragists."

Lady Paget, despite her candid criticism, eagerly invited and honestly given, admits that she has enjoyed her visit to America exceedingly, and that her long residence on your side of the Atlantic has not lessened her love for her native land. There is a lot England can learn from America, she concedes, and all things considered, England and America have just about equal cause for congratulation and self-examination.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamoisee, Lait Chamoisee and Special Skin Tonic and Poudre Chamoisee will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA.	Cap. F. J. Fox	About 27th March	Freight and Passage.
SHANGHAI	DEVANHA	About 1st April	Freight and Passage.
LONDON via USUAL PORTS	DELHI	Noon, 3rd April	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	SUMATRA	About 12th April	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 25th March, 1909.

## CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"YINGCHOW"	On 26th March, 4 P.M.
AMOI, FOCHOW and SHANGHAI	"KWANGSE"	On 26th March, 4 P.M.
PAKHOT and HAIPHONG	"SINGAN"	On 26th March, 10 A.M.
SHANGHAI	"CHENAN"	On 26th March, 10 A.M.
MANILA	"TAMING"	On 30th March, 3 P.M.
CEBU and LOILO	"SUNGKIANG"	On 1st April, 4 P.M.
SHANGHAI	"LINAN"	On 1st April, 4 P.M.
SHANGHAI	"ANHUI"	On 4th April, 10 P.M.
MANILA	"TEAN"	On 6th April, 3 P.M.

THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES! Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") leaving every Thursday and Sunday, have excellent accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. N.B.—These Steamers Land Passengers in Shanghai at the French Bund. FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN. These Ships Take Cargo on through Bills of Lading to all Yangtze & North-China Ports. Telephone 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

## DOUGLAS STEAMSHIP CO., LIMITED.

### HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOI & FOCHOW	FRIDAY, 26th March, at Noon.
"HAIMUN"	SWATOW	SUNDAY, 28th March, at 10 A.M.
"HAICHING"	SWATOW, AMOI & FOCHOW	TUESDAY, 30th March, at Noon.

For the convenience of passengers, steamers will arrive at, and depart from, the company's wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 23th March, 1909.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSAI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 28th March, at 9 A.M.
SHANGHAI VIA SWATOW	"CHOSHUN MARU"	TUESDAY, 30th March, at 8 A.M.
AMOI & FOCHOW	"SHOSHU MARU"	WEDNESDAY, 31st March, at 8 A.M.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 23rd March, 1909.

T. ARIMA, Manager.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 26th March, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Saturday, 27th March, Noon.
TIENTSIN VIA SWATOW, WEL	"CHIPSING"	Sunday, 28th March, 10 P.M.
HAIRWEI & CHEFOO	"SUISANG"	Monday, 29th March, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"CHOYSANG"	Tuesday, 30th March, 4 P.M.
SHANGHAI	"MAUSANG"	Wednesday, 31st March, Noon.
SANDAKAN	"TINSANG"	Thursday, 1st April, Noon.
SHANGHAI	"LAISANG"	Thursday, 1st April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LOONGSANG"	Friday, 2nd April, 4 P.M.

### RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

‡ Taking Cargo on through Bills of Lading to Kaitai, Lahad, Dava, Simpona, Tawao Usukan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

Hongkong, 25th March, 1909.

## EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

### PROJECTED SAILINGS FROM HONGKONG. —SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"PEKING"	On 28th March.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	Middle of April.

For Further Particulars apply to

MELOCHERS & CO.,  
AGENTS.

## NIPPON YUSEN KAISHA.

### EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,  
COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED  
FROM HONGKONG AS FOLLOWS:

ATSUTA MARU	(Capt. W. THOMPSON)	About Wed. 7th April.
MIYASAKI MARU	(Capt. W. BAINBRIDGE)	About Wed. 5th May.
KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 18th March, 1909.

## NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	INABA MARU	6189	WEDNESDAY, 31st March at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA.	HITACHI MARU	6715	WEDNESDAY, 14th April, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	SHINANO MARU	6398	TUESDAY, 30th March, at Noon.
BOMBAY via SINGAPORE and COLOMBO.	TANGO MARU	7463	TUESDAY, 13th April, at Noon.
KOBE	KUMANO MARU	5976	FRIDAY, 16th April, at Noon.
KOBE and YOKOHAMA	YAWATA MARU	5539	FRIDAY, 14th May, at Noon.
SHANGHAI, MOJI and KOBE	TAKASAKI MARU	4370	TUESDAY, 30th March, at Noon.
NAGASAKI, KOBE and YOKOHAMA	CEYLON MARU	5068	THURSDAY, 1st April, at Daylight.
	HAKATA MARU	6161	SATURDAY, 3rd April, at Daylight.
	WAKAMIYA MARU	4421	MONDAY, 5th April, at Daylight.
	YAWATA MARU	3817	WEDNESDAY, 14th April, at Daylight.

\* Omitting Yokohama.

† Fitted with Marconi's System of Wireless Telegraphy.

‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 23rd March, 1909.

T. KUSUMOTO,  
MANAGER.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 26th March, 5 P.M.
RUBI	2540	R. W. Almond	Manila	On 3rd April, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

## HAMBURG-AMERIKA LINIE HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR MARSEILLES & HAMBURG:
S.S. BELGEAVIA ... 31st March	S.S. SPEZZA ... 31st March.
S.S. SILESIA ... 15th April	FOR HAVRE & HAMBURG:
S.S. SCANDIA ... 27th April	S.S. JLLYLLA ... 3rd April.
S.S. SENEGAMBIA ... 10th May	FOR BREMEN & HAMBURG:
S.S. SEGOVIA ... 17th May	S.S. AMERICA ... 22nd April.
S.S. ISTRIA ... 29th May	FOR ROTTERDAM & HAMBURG:
FOR KOBE:	S.S. NICOMEDIA ... 28th April.
S.S. NICOMEDIA ... 30th March.	FOR MARSEILLES, HAVRE & HAMBURG:
Further Particulars, apply to—	S.S. BRISGAVIA ... 3rd May.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SILESIA ... 19th May.

Hongkong, 25th March, 1909.

HAMBURG-AMERIKA LINIE,  
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## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of March	JAVA	Second half of March
TJILATJAP	JAVA	Second half of March	SHANGHAI	Second half of March
TJIMAHI	AMOY	Second half of March	JAVA	Second half of March
TJILIWONG	JAPAN	First half of April	JAVA	First half of April
TJIPANAS	JAVA	First half of April	SHANGHAI	First half of April
TJIKINI	JAPAN	Second half of April	JAVA	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.  
Telephone No. 375.York Buildings, 1st Floor.  
Hongkong, 25th March, 1909.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC.,  
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S.S. MANSHU MARU	5000 "	" August — 1909.
S.S. AMERICA MARU	6000 "	" October — 1909.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN-KAISHA, York Building.

Hongkong, 13th March, 1909.

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BETWEEN  
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